

James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator

July 8, 2010

Dear Admiral Watson:

In compliance with the May 26, 2010, Dispersant Monitoring and Assessment Directive - Addendum 3 (the "Directive"), BP Exploration & Production Inc. ("BP") has eliminated the surface application of dispersants, except in cases where an exemption is requested and justified, and approved by the Federal On-Scene Coordinator.

Houma Command had thirteen (13) spotter/recon flights on 8 July from aircraft out of both Stennis and Houma Base. No spray missions were conducted so no dispersants were applied from our 10,000 gallon pre-approval. Morning observations indicated dispersible oil but evaluation by the Aerial Dispersants Group judged it to be more appropriate for skimming and the Offshore Group were given the coordinates to conduct skimming operations. Late in the afternoon, visible dispersible oil began to appear and two spray missions were evaluated for about 8,000 gallons, however being late in the day and our inability to move non-skimming skimmers fast enough from the area, we cancelled the spray missions.

Oil slicks were observed in the morning but mostly sheen but some dispersible oil was located. Afternoon recon flights began locating dispersible oil near the source that was not evident during the morning. We theorize that oil that has been in the adverse weather environment for the previous few days is now becoming visible as the weather/sea state improves.

As the weather continues to moderate, skimming and ISB operations will be available tomorrow for a full day of operation. Weather conditions are excellent for aerial dispersant operations.

The Friday forecast calls for 5%-10% precipitation, winds of 4-7 knots with easterly and variable winds, wind waves of 1 foot, significant wave height of approximately 2 feet, with maximum wave heights around 3 feet. Ceilings are forecasted to be unlimited with visibility 15 nm.

The NOAA Surface Oil Forecast for July 9th shows extensive areas of heavy and medium oil (Attachment 2) that are or may adversely impact the shoreline, including sensitive wetlands.

Houma Unified Command continues to anticipate that the most viable means of response will be the use of dispersants to reduce the risk of shoreline impact. The heavy weather and significant sea state over the past week enhanced the natural dispersion of the oil and also made it very difficult for spotter aircraft to see surface oil. Aerial Dispersants believes that as the sea state moderates, surface oil may become more visible than it has been for the past week.

Prior to spray operations tomorrow morning, the recon/spotter aircraft will identify the high value targeted slicks and we will prepare a report of the location and dispersant volumes needed for application as soon as practicable.

Pursuant to a request this date from Unified Command, the following information is provided.

A-Estimated size of identified dispersible oil slick targets proposed in designated zones: See Attachment 1.

B-Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The weather forecast should be suitable for skimming, ISB and dispersant operations. We anticipate that skimming and ISB resources will not be sufficient to handle the oil that will be observed as the weather improves and will require to be supplemented with aerial dispersants.

- **Skimming units:** Recommencement of skimming operations
- **ISB Assets:** Recommencement of burn operations
- **A Whale:** Operating offshore for testing of system.

C-Today, offshore recovery assets, skimmers, etc. were in port due to adverse weather and it is anticipated that these vessels will recommence skimming operations sometime during tomorrows daylight hours. ISB operations did not take place today and they are anticipated to recommence burn operations tomorrow.

D-It is planned to conduct Tier 1 helicopter SMART over flights to observe dispersant operations tomorrow should they be conducted. SMART Team Tier 1 QA/QC checklists are not yet available from the July 6th mission.

E-M/V *International Peace* is currently in port. No SMART Tier 2 or Tier 3 monitoring will be conducted.

F-The A Whale is subject to the 2 NM no spray criteria.


G-Forecast sea state through Friday showing skimming and ISB limitations is provided as Attachment 5.

In accordance with the Directive, the Houma Unified Command respectfully requests an exemption to apply EC9500A. As aerial dispersant is the primary response tool for tomorrow, we have mobilized the reconnaissance and deployment resources and request an initial 10,000 gallons for early opportunistic targets. This will be coupled with further reconnaissance and target identification tomorrow morning. A subsequent request will be forwarded later in the day based on the full set of spotter reports.

Sincerely,

Houma Unified Command

Exemption approved subject to the above:


James A. Watson
Rear Admiral, USCG
Federal On-Scene Coordinator (FOSC)

Date: 7-9-10

Dispersant Zone Map for 9 July 2010 with Oil Targets from Spotter Operations on 8 July

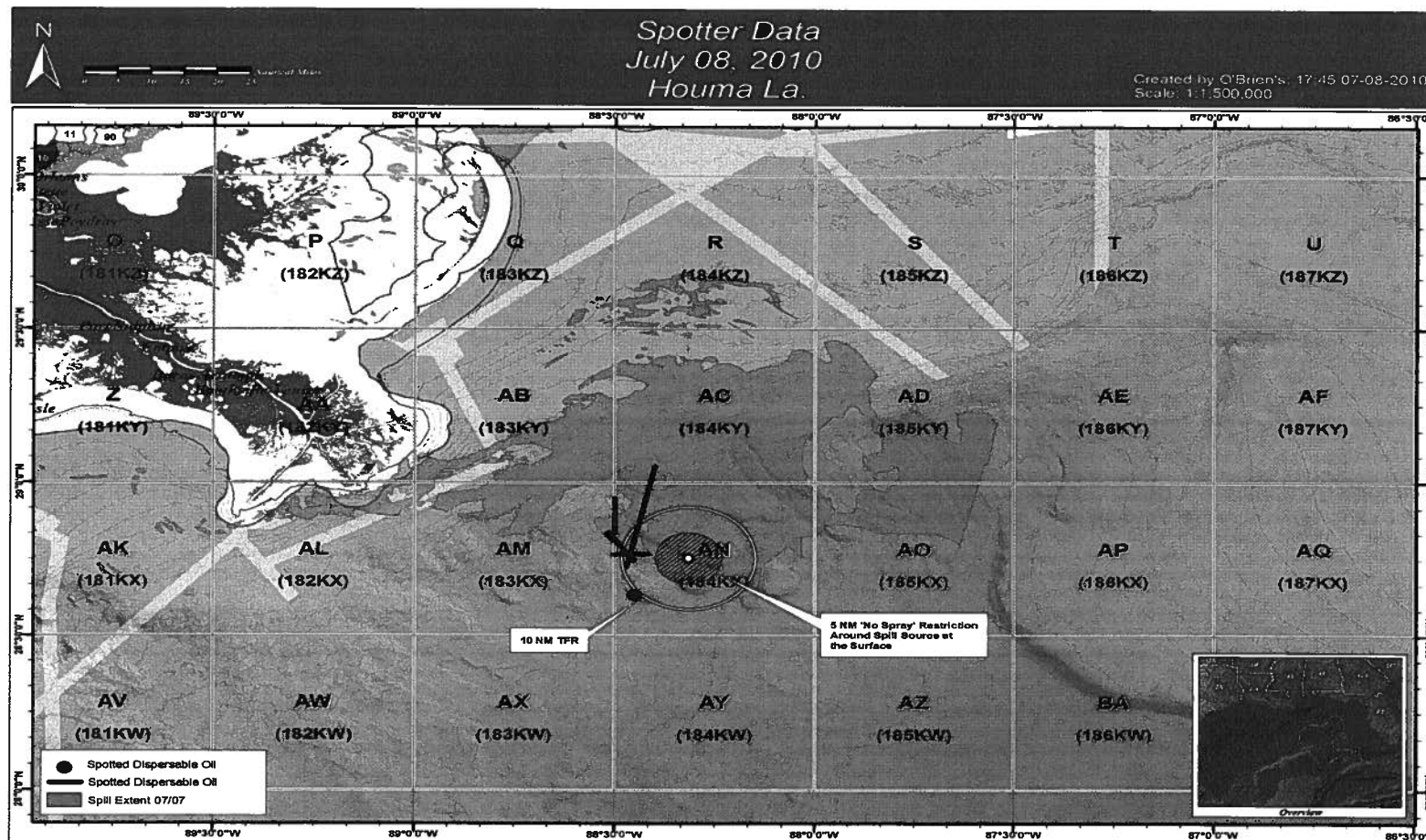


TABLE 1* Dispersible Oil Report July 8, 2010

Zone	# of slicks reported	Area in acres	Estimated percentage dispersible oil	Dispersant Needed** (1/20 DOR)
AC/AN	2	6560	35%	11,400
AN	1	3680	30%	6000
AM	1	85	25%	107
Dispersants were Sprayed Today- 0 - The requested amount for 7/9/10 will be based on tomorrow mornings reconnaissance An initial request for 10,000 gals. is being made due to the anticipation of finding dispersible oil requiring that amount of dispersants. Estimated Dispersant Needed 7/9/2010 based upon full morning spotter reports				17,507

*Note: Table 1 shows our intentions based upon our observations the day before these actions take place. Size and location of slicks will change. Activities within slick areas e.g., skimming operations, in-situ burning, etc., or weather conditions may require revisions to the actual operational plan implemented.

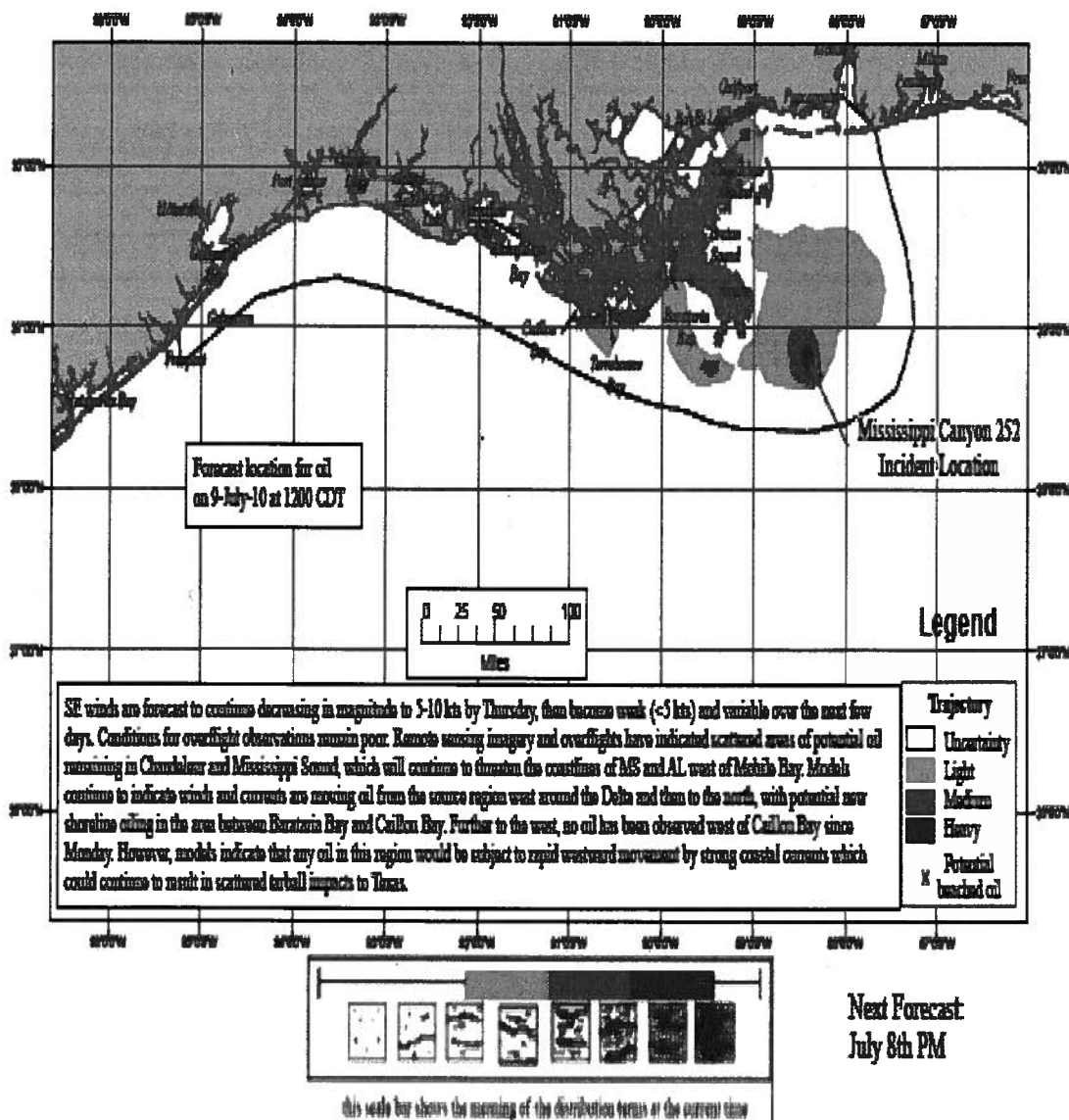
**Note: Dispersant needed is based upon area in acres x % dispersible oil x 5 gallons per acre

Nearshore Surface Oil Forecast Deepwater Horizon MC252

NOAA/NOS/OR&R **Nearshore**
Estimate for: 1200 CDT, Friday, 7/09/10
Date Prepared: 2100 CDT, Wednesday, 7/07/10



This forecast is based on the NWS spot forecast from Wednesday, July 7 PM. Comments were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USE, TGLO/TAMU, NAO/NHL) and HFR measurements. The model was initialized from Wednesday satellite imagery analysis (NOAA/NESDIS) and overflights. The leading edge may contain turbidity that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay mouth could be brought into that bay by local tidal currents.



Vessel Status Board

EEPWATER HORIZON

Date/Time

July 8, 2010

07JUL BBLS Skimmed: 0

FFSHORE NON-SOURCE SKIMMING GROUP 1

	TOTAL	SKIMMING	OFFLOADING	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered
SKIMMERS	12	0		1	1	1	
TANK VESSELS	4	N/A				2	
ESSELS OTHER	1	N/A					
WORKBOATS	6	N/A	N/A				

ON SCENE WEATHER		COMMENTS: Skimming vessels are on standby/anchorage until weather conditions permit for safe skimming operations.
WIND	SE 10-15KT	
WAVE	4 - 6'	
SWELL		

Kind/Type	Skimmer Type	Skimming Vessel	Assignment	Status	Location	ETA	Notes:
CG VOSS	RV1/Weir	Orleans	GulfMark	Standby	IVO Baptiste Collette, MS River		Moored at anchorage area
CG VOSS		Charles M. Callais		Standby	IVO Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odysea Quest	NRC	Standby	IVO Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Odysea Mariner	NRC	Standby	IVO Baptiste Collette, MS River		Moored at anchorage area
CG VOSS	RV1/Weir	Miss Megan	NRC	Standby	Moored Venice		
CG VOSS	RV1/Weir	Sir Lancelot	NRC	Standby	Head of Passes Anchorage, MS		Moored
CG VOSS	RV1/Weir	Lauren Lacoste	NRC	Standby	Enroute Port Fourchon		Moored
CG VOSS	RV1/Weir	Gulf Scout (Being Demobed)	NRC	Enroute	Replacement vessel enroute	Coming Offline	Replacement: Callais Navigator
CG VOSS	RV1/Weir	C Aggressor	NRC	Standby	Moored Venice		
Supsalv ESSM	RV1/Weir	Pope Benedict XVI	NRC	Unscheduled Maint.	Moored Port Fourchon	ETA 06JUL10	Reconfiguration
CG VOSS	RV1/Weir	HOS Express	BP America	Scheduled Maint.	Enroute Port Fourchon		HOS Express replaced HOS North
CG VOSS	RV1/Weir	Gulf Influence	NRC	Standby	Head of Passes Anchorage, MS		
Offshore Barges						Remaining Storage bbbs	
TV2		TV 2602/ TB Clinton Cenac	NRC	Standby	Moored West Delta Area	13000	
TV2		TV GCS 236/ TB Mary Gellatly	BP	Standby	Moored Venice	37000	
TV2		TV Connecticut/ Tug Joan Moran	BP	Standby	Moored West Delta Area	37000	Completing USCG Inspection

Crew/Re-supply		Assignment	Status	Location		
WB2	Transporter					
WB2	Wateree					
WB2	Miss Lauren					
WB2	Jambon Supplier	2602 Support	Standby	Moored Venice		
WB2	Reb Bordelon	CT Support	Scheduled Maint.	Moored Fourchon		Outfitting to support CT Barge
	Jason K McCall		Standby	Moored Fourchon		
Kind/Type	Command and Control	Assignment	Status	Location		
WB2	Bumble Bee	NRC	Command	Enroute Venice, LA		VHF radio OOC

DEEPWATER HORIZON
Offshore Skimming Group 2

Date/Time 7/8/10 8:51

Kind	Total	Skimming	Offloading	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
OSRV	25	0	1	1	1	18	0	6
TANK VESSELS	5	N/A	1	0	0	0	0	4
VESSELS OTHER	2	N/A	N/A	0	0	2	0	0
WORKBOATS	18	N/A	N/A	0	0	4	0	14
TUGBOAT	8	N/A	N/A	0	0	0	0	8

	ON SCENE WEATHER	Comments:
WIND	14-16 kts ESE	
WAVE	6'	
SWELL	Unavailable	

	Other Vessels					Telephone
	Vessel	Assignment	Status	Location	ETA	
VSO	Seacor Lee	Command	Enroute	MC-252		Source Group Command Vessel 713-568-9635
VSO	Seacor Pride (offloading vessel)	Offload Support	Enroute	MC 252		713-395-7842

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes:	Telephone
OSRV/RV1	Louisiana Responder	MSRC	Scheduled Maint.	Ft. Jackson			
OSRV/RV1	Gulf Coast Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Texas Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Maine Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Mississippi Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Southern Responder	MSRC	Standby	Venice		WX Standby	
OSRV/RV1	Delaware Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	Virginia Responder	MSRC	Enroute	MC 252		WX Standby	
OSRV/RV1	CGA HOSS Barge (Crosby Sun)	TF HOSS	Offloading	Pilot Town		WX Standby	713-395-7472
OSRV/RV1	Seacor Vanguard (Current Buster 2 ea)		Standby	Venice		WX Standby	985-518-9842
OSRV/RV1	Seacor Vantage (Current Buster)	Buster	Enroute	Gulfport		Swapping out with John Coghill	985-746-4692
OSRV/RV1	Bryce Glen (w/CGA FRU) - Ampol	CGA	Enroute	Venice			
OSRV/RV1	International Trooper (w/CGA FRU) - Ampol	CGA	Enroute	Venice		WX Standby	001-88165-149-8485
OSRV/RV1	Kim B (w/CGA FRU) - Ampol	CGA	Enroute	Venice		WX Standby	
OSRV/RV1	Mr. Alex (w/CGA FRU) - Ampol	CGA	Enroute	Venice		WX Standby	
OSRV/RV1	Rene (Navy Marco)	Fed	Standby	Venice		U/W @ 1300 for USCG Inspection	504-208-4601
OSRV/RV1	Seacor Washington (Dutch arm)	Command	Enroute	Fourchon		OSG2 Command Vessel	504-620-5963
OSRV/RV1	HOS Msytique (Dutch arm)		Enroute	Fourchon		WX Standby	832-260-0755
OSRV/RV1	HOS Sweetwater (Dutch Arm)		Enroute	Fourchon		WX Standby	504-620-7502
OSRV/RV1	Candie Clipper (Ocean Buster)		Standby	Fourchon		WX Standby	
OSRV/RV1	JMC-300/RHEA (Gulp 2)		Standby	Anchor		WX Standby	
OSRV/RV1	Kylie Williams (Ocean Buster/vane)		Enroute	Fourchon		WX Standby	337-504-0274
OSRV/RV1	Southern Cross (Ocean Buster)		Unscheduled Maint.	Fourchon		Ocean buster repair	985-360-0201
OSRV/RV1	Amy Chouest (Ocean Buster)		Enroute	Fourchon		WX Standby	
OSRV/RV1	A Whale (fixed weir)		Standby	MC-252		Initial test	011-870-7649-51421

	Offshore Barges				Remaining Storage bbls		
TV2	MSRC 402 Barge (Kimberly Colle)	TF Storage	Standby	Pilotown	40,300		
TV1	MSRC 452 Barge (Tara Crosby)	TF Storage	Standby	Fort Jackson	45000		
TV1	MSRC 570 Barge (Crosby Clipper)	TF Storage	Standby	Fort Jackson	57000		
TV1	K-Sea DBL-155 (Rebel)	TF Storage	Offloading	Pilotown	125000		646-303-9860
TV1	Energy 8001(Superior Service) Costner	TF Storage	Standby	Fourchon	80000		646-671-0008

	Boom Boats						
	Vessel	Assignment		Location	ETA		
WB2	Sea Fox	Source	Standby	Venice			251-979-3453
WB2	Betty G	Source	Enroute	MC 252			251-404-2691
WB2	Ms. Alissa	Source	Standby	Venice			662-288-3070
WB2	Ms. Addison	Source	Standby	Venice			985-677-1049
WB2	Julienne Marie	Source	Standby	Venice			985-709-7119
WB1	St. Ignatius Loyola	Source	Standby	Venice			850-596-4180
WB1	Hercules	Source	Enroute	MC 252			713-751-6022
WB1	Brutus	Source	Enroute	MC 252			713-751-6023
WB1	Mia Maloy	Source	Standby	Venice			409-939-6873
WB1	Mr Randolph	Source	Standby	MC 252			985-413-9450
WB1	Black Tip	Source	Standby	Venice		Crew change the U/W Noon	228-326-4552
WB1	Dog Fish	Source	Enroute	MC 252			321-961-9304

	Crew/Re-supply						
WB2	Mr. Leroy	Shuttle/Re-supply	Standby	Venice Based			
WB2	Fox	Ampol Re-supply	Standby	Venice Based			713-576-7779
WB2	Jean Perry	Shuttle/Re-supply	Standby	Venice Based			
WB2	Sea Hawk	Shuttle/Re-supply	Standby	Venice Based			
WB2	Chanise G	Shuttle/Re-supply	Standby	Venice Based			
WB2	Ben Charamie	Shuttle/Re-supply	Standby	Venice Based			

Kind/Type	Tugboats	Assignment	Status	Location	ETA	Notes:		
TB	Crosby Sun		Standby			Towing CGA-200		
TB	Kimberly Colle		Standby					
TB	Tara Crosby		Standby					
TB	Crosby Clipper		Standby					
TB	Rebel		Standby					
TB	Superior Service		Standby					
TB	Crosby Eagle		Standby					
TB	Susan Marie		Standby					

DEEPWATER HORIZON **Date/Time** 07/08/10 0800 HRS
OFFSHORE SKIMMING GROUP III

Kind	Total	Skimming	Offloading	Unscheduled Maintenance	Scheduled Maintenance	Enroute	Ordered	Standby
SKIMMERS	9	0	0	3	0	6	0	0
TANK VESSELS	2	N/A	0	0	0	0	0	2
VESSELS OTHER	1	N/A	N/A	0	0	1	0	0
WORKBOATS	3	N/A	N/A	0	0	0	0	3
TUGBOAT	3	N/A	N/A	0	0	0	0	3

ON SCENE WEATHER		Comments: M/V NRC Perseverance waiting ABS inspection. M/V NRC Admiral doing forepeak vent repaired, estimated completion 1030 hours. M/V Pauline T changing crane today.
WIND	SSE 10 - 15 kts	
WAVE	7 - 9 ft	
SWELL		

Other Vessels		Assignment	Status	Location	ETA	
Vessel		Command	Enroute	Fourchon		Source Grp Comnd Vessel
VSO	Queen Bee					

Kind/Type	Vessel	Assignment	Status	Location	ETA	Notes:
RV1/Belt	NRC Admiral (Marco)	NRC	Unscheduled Maint.	Fourchon		Departing dock @ 1100 hrs
RV1/Weir-disc	NRC Energy (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	NRC Guardian (Marco)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	NRC Perseverance (Marco)	NRC	Unscheduled Maint.	Fourchon		Waiting for ABS inspection
RV1/Disc	NRC Liberty (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Disc	Seahorse VI (Crucial)	NRC	Enroute	Fourchon		Departing dock
RV1/Weir	Lana Rose (Weir)	NRC	Enroute	Fourchon		Departing dock
RV1/Belt	Pauline T(Marco)	NRC	Unscheduled Maint.	Venice		Replacing Crane
RV1/Belt	Resolve Pioneer(Marco)	NRC	Enroute	Fourchon		Departing dock

Offshore Barges					Remaining Storage bbls	
TV2	NRC Defender	TF Storage	Standby	Venice		Preparing to depart
TV2	NRC Valiant	TF Storage	Standby	Venice		Preparing to depart

Boom Boats						
Vessel		Assignment		Location	ETA	

Crew/Re-supply						
WB2	Eveready	Re-supply	Standby	Venice		Preparing to depart
WB2	Miss Wymter	Re-supply	Standby	Venice		Preparing to depart
WB2	Lady Nine	Re-supply	Standby	Venice		Preparing to depart

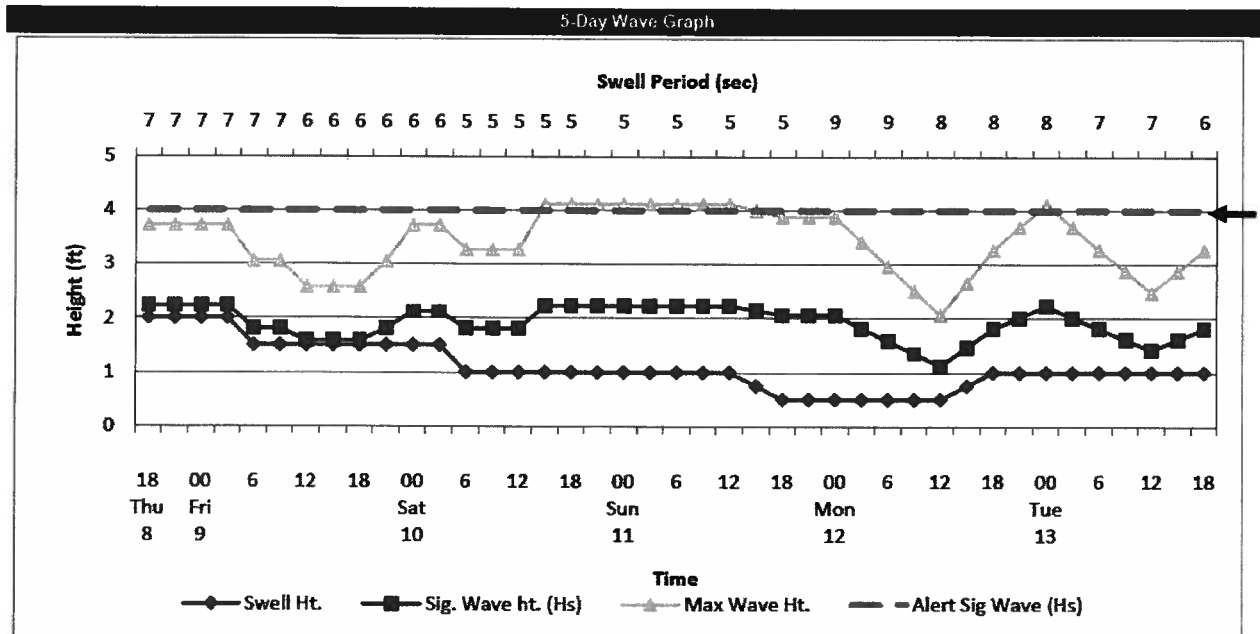
Kind/Type	Tugboats	Assignment	Status	Location	ETA	Notes:
TB	Helena Maria	NRC	Standby	Venice		Preparing to depart
TB	Teale I	NRC	Standby	Venice		Preparing to depart
TB	Angelica E	NRC	Standby	Venice		Preparing to depart

Attachment 4

QA / QC Reports

No QA/QC Checklists for the July 6th spray mission are not yet available.

Attachment 5



Skimming 4 feet to start operational pullback. ISB stop operations at 2 feet

Maximum Wave Height is defined as the average of the highest .1% of all waves